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The LOWEST Prices Made Anywhere

Our Dress Goods Department is now in shape to supply the most exacting, as to styles, quality and prices. Silks, velvets, fine woolsens and mixtures. Medium grades in novelties and plain goods and the cheaper grades at 60c, 80c, 100c, to 25c a yard.

Lawns, organdies, dimities, lappets, leons, ginghams, percales etc. in great variety for summer wear at 30c, 40c, 50c to 12 1/2c a yard.

Black brocade silks are scarce and higher. Our prices the lowest.

REMNANTS in FINE and MEDIUM DRESS GOODS this week.

Ladies' Muslin Underwear Opening This Week

See our prices for good, well-made finished garments.

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New ribbons in checks, plaids and stripes, best styles at half the usual prices.

Laces and embroideries in full assortment. These are the goods we can save you a nice profit on. Styles and quality good.

CLOTHING sales increasing. Stock and prices invite you to come and see us. New and full assortment. Summer hats in variety of styles. Working shirts and dress shirts in white and colors.

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The Ralston Health Club Cook Book only 25c. Any cook can save its price every week.

Candy at 5c, 6c, and 8c a pound. Chocolate Creams at 15c lb.

COFFEE AND TEAS—Package Coffee at 12 1/2c lb. Teas at 25c, 35c and 50c a pound. Crackers 4c lb. Evaporated Apples at 5c lb.

GARDEN AND FLOWER SEEDS—Tuberose and Gladioli bulbs at 1c each. 3 cakes in a box. Buttermilk Soap for 6 1/2c a box.

Special 50c kegs fence nails at \$1.25 a keg of 100 lbs.

FOR SALE.

One second hand spring wagon for one or two horses.

One second hand buck board buggy. We be sold cheap. Call soon to get them.

HUTCHISON'S  
Bargain Store,  
169 Front Street.

## HOW OUR SPEEDY BICYCLISTS TRAIN

Zimmerman Says the Racing Man Should Leave  
Liquor and Tobacco Alone.

Laurens Meintjes and His Methods—Other Men  
Who Hold Records of First-Class Perform-  
ances Give Valuable Information.

[Copyright, 1897.]

It is generally conceded that the American athlete takes greater pains to get himself into what is generally known as "condition," than his rival of any other country. The American goes at his work in a systematic manner, and that is the reason that he stands to-day the champion of all countries. To be a champion of America carries with it also the title of champion of the world, in nine cases out of ten. It is true that America holds few of the long-distance bicycle championships at present. This, however, is simply because her representatives have never trained for that distance, and have never attempted to wrest them from the foreigners until they felt that they would win; for the American is a proud athlete. Defeat casts him down and he refuses to be comforted.

In France training as it is understood in this country was totally unknown until Zimmerman, the American champion of the years of 1893-4, met their idols and dragged them down. The Frenchmen then dubbed the American "Le Yankee Volant," and they studied him until they mastered his art of training, with the result that to-day France stands as high as any country in the world.

Of course, each of the famous racing men has a system of his own, but in the main they are virtually the same. Zimmerman, who is probably the greatest of the cycle track has ever seen, was the first to outline his method, which is now followed by many of the fastest men in Europe. He describes his system as follows:

"Training, as applied to athletes, may be defined as the preparation of the body for new and unaccustomed strains, and the gradual fitting of the human frame to undergo the severest physical exertion. It is advisable before commencing to train to consult a physi-

cian, and to be carefully examined to see that you are thoroughly sound; if you are not, it would be folly for you to begin. Be careful as to diet, retire early, and abstain from smoking and alcoholic drinks. Smoking depresses the heart and shortens the wind, while drinking strains the blood. I have beaten many a man who would have had a far better chance, and perhaps beaten me, if he could have let liquor alone. I do not train or ride during the winter, but take a complete rest. In my opinion this is a better course for the American rider to pursue than to attempt to keep in condition all the winter. I have noticed that the men who train even a little all the winter generally go stale before the fall meets are over. I continue road work for about three weeks, until I find that my muscles are working all right and that the feeling of stiffness which always comes to me when I first begin riding has entirely gone.

"Most men should commence training on the road at least a month before the first race, but I take a much longer time to get fit. My consolation is that I kept in form longer than usual, generally right through the season. This preliminary road riding, like everything connected with training, must be done in a systematic manner. The morning exercise should be taken from one and a half to two hours after breakfast; I do not believe in taking any exercise before breakfast, as some advise. I have tried it, but it was not a success; it seemed to me like trying to run an engine without fuel. One-and-a-half or two hours after breakfast, ride from eight to ten miles on the road. I advise wearing a sweater to work off the adipose tissue. The last three or four miles should be ridden at a smart pace, but refrain from sprinting. Go straight, without loitering, to your dressing-room, which should be warm. Here the perspiration will increase. You should immediately be rubbed with soft towels until you are thoroughly dry, when a further rubbing with some alcoholic preparation will prevent your becoming stiff. I consider rubbing with the bare hands by a strong, healthy person one of the most valuable adjuncts to good training. By it the muscles are made free and pliable, and the skin is kept in a smooth, healthy condition. Also, after a hard race, there is nothing so refreshing as

to be worked with the bare hands. No amount of rubbing with any kind of towels seems to have the same effect. This is felt at once, and there is no reaction, as is the case with stimulants.

"Train for the distance which, after experience, you find the best adapted to your capabilities. Some men have the power to stay long distances at a moderate pace, but cannot sprint at all, while others can do just the opposite. A very few can do both. When you have found out the distance which suits you best, try it about once a week. Let some one hold a watch on you, and time each quarter of a mile. At each succeeding attempt try to improve the previous quarter a little, but hold enough in reserve to ride the last quarter the fastest. Practice with the thought in your mind that the race is always won in the last quarter and not in the others. If one has trained for short distances, say five miles and under, it is certainly very harmful to race very much longer distances. Courage, both moral and physical, is needed, not only in racing, but in deciding when not to race."

Shortly after Zimmerman's debut America had a distinguished visitor in Laurens Meintjes, of South Africa. This young man came to this country to try the world's fair; while here he trained for long-distance riding, and succeeded in astonishing the world by his remarkable work at Chicago, New York and Springfield. He brought with him a system as well. He says:

"To be successful you must train, and train well. It is of no use for a short time. You must train until perfect. In training regularity is everything. That is a good point about the American cyclists. They train and do it well. If America puts her best men in the field against riders of every na-



CHAMPIONS OF THE CYCLE TRACK.

tion, the other riders will not be one, two, three, four, five. I have ridden with the best in America and England, therefore I think I am fully qualified to make that statement.

"I begin to prepare for the racing season in the spring. My preliminary consists of a ten-mile spin about ten o'clock a. m. I ride at a slow but steady pace; after I have finished I get a good rub-down and rest quietly for a couple of hours, when I enjoy a two-mile walk at an ordinary gait. Coming back to my training quarters, I again mount my machine and reel off about 20 miles, going free and easy. This sort of exercise I continue for about a month, until I find that my muscles are working free and that the stiffness which appears when I begin has entirely disappeared. Walking, I think, makes the muscles active and makes the wind good. Having followed the schedule mentioned above for a month, I then begin to sprint. I ride about five miles in the morning and ten in the afternoon. The early part of my ride is confined to slow pace, which I gradually increase, and finish with a sprint at top speed. This work I continue for another month, when I begin to sprint quarters and halves. Having satisfied myself that I am thoroughly fit, that my mind is good and I am willing to wind up with a strong sprint, I start for the race meets. After that the work you get in your race will be quite enough to keep you on edge, providing you diet yourself. I eat everything and anything I like except pastry. I never use liquors, but am an inveterate smoker."

It will be remembered that when Champion Zimmerman was in his prime the eyes of the racing world were turned towards Milwaukee when a young German came forth to battle for supremacy. This youngster was Walter Sanger, a formidable athlete, who had defeated all comers within a wide radius of his home. A meeting between him and Zimmerman was eagerly looked forward to. They met at Denver, and Sanger defeated the easterner. The friends of the latter, however, refused to accept this as decisive, giving as a reason the trying climate of Denver and its ill effects upon eastern riders, and it was decided to wait until the international meeting at Chicago before deciding whether Sanger was to be

crowned as the future champion. But alas in the very first meeting between these two giants, when all the interest in the race was centered on these two, Sanger met with a severe accident and was for a time incapacitated for further work. Later, however, he went to England, and while there administered a severe drubbing to the best of the English riders, winning the one mile and the five mile English championships against their very best riders.

Sanger has since become one of the greatest riders we have. His forte is unpaced work, and probably he is the greatest unpaced rider in the world. For this style of work it is necessary to possess a degree of strength that is almost unknown to the regular short distance competitor. His views on training are as follows:

"Before doing any work at all the stomach must be got into shape by a thorough physicing, which relieves the system of all biliousness. This leaves the body in a very weak condition, and it must be strengthened gradually by keeping very quiet and eating light food, such as milk toast, soft-boiled eggs, etc., for a few days, after which more strengthening food may be taken.

"The first three days very little exercise is sufficient—three to six miles a day, at about 3:20 to 3:30 gait. This should be gradually worked down day by day, until at the end of a few weeks the pace is brought down to about 2:30. The third week will show a more rapid change in the condition of the man; the miles will be rolled off at about 2:30 to 2:50 clip, and the distance by this time will be lengthened to about nine miles each day. A little faster work may now be indulged in, and half a mile can be reeled off at about a one-minute clip (paced), to show the condition of the man in regard to endurance. If he is found wanting he must again return to plugging; but if he has the required endurance, he may start to sprint a short distance.

"It is at this point that the trainer should get in his fine work, turning the superfluous flesh into muscle. After each work-out the man should have a thorough drying with coarse towels, followed by a most thorough massage, every muscle being worked and manipulated. The flesh on the stomach, back and loins is rolled in the fingers until the whole body seems to be covered with but a slight layer of flesh over the muscles. Care should be taken to keep the muscles of the legs soft and pliable, as there is no speed in a muscle that becomes hard.

"After the body and muscles have been put in fine condition the sprints are gradually lengthened, until the rider is able to cut a full quarter of a mile at top speed and finish strongly. Being able to do this, he is in condition to begin the season's campaign.

"A trainer cannot spend too much time with his man, especially after races. Every moment in this work will doubly repay rider and trainer, as the more the muscles are worked the more flexible they become and less liable to stiffen up or bind after a sprint. The racing man cannot give himself too fully into the hands of his trainer or rely too much on the latter's judgment—providing the trainer is a competent man—as the trainer is working for himself as well as the rider, and the record of the latter's victories and defeats is the record of the trainer's work. The man in training should avoid eating pastries and all kinds of rich food. A little fruit in the morning does more good than harm; the less coffee or water taken the better.

"During all this time great care should be taken not to reduce too rapidly, as this will cause the skin to become feverish; the superfluous flesh should be turned into solid muscle rather than removed altogether. At the beginning of the racing season he should have a little flesh to work on, as he will gradually be worked down during the hard season's campaigning."

One of the representative trainers in America is A. E. Webb, who has had the care of many champions, including Tom Cooper, the phenomenal sprinter of 1896, who won three of the five national championships. Besides Cooper, Webb has trained the athletes of many of the greatest colleges in this country, and stands to-day as one of the most scientific men in his particular line of work. Mr. Webb ascribes his success to the simple fact that he outlines a plan for his charge, and insists that it shall be strictly obeyed. He says:

"I think it is a good idea to take up light gymnasium work just previous to the opening of the riding season. I would recommend work that is light and calls for plenty of heart action—such as punching the bag, boxing, Robert's dumb-bell drill, basket ball, handball and running. Omit exercises in which the weight of the body is supported by the arms.

"When the weather is favorable, take short rides on the roads, and have the body warmly clothed. Get to riding on the track as soon as possible if you wish to do track racing; once on the track the rider might just as well make up his mind that there has got to be some hard work, and that he is the one to do it. Let him take it easy for the first few days, then gradually increase his work. Don't let the other fellows set all the pace. I know of some well-known racing men, who, whenever they set any pace in a race, have almost no chance of winning; but the majority of racing men are not affected that way, because when training they have been willing to set their share of the pace. It occurs very often in handicap races that a back mark man will have to set a good deal of pace to wreak the limit men.

"When you start to train, either in the gymnasium or on the track, be very careful what you eat, for by neglect of this one thing you can retard your training about one-third and make it much more difficult to do hard riding. Training that would have been a pleasure with a good healthy stomach is severe punishment to a rider with

his stomach out of order. Try and get your meals regularly as possible. Don't eat a large dinner and think you can go out and race in half an hour. An overloaded stomach interferes with the heart action in two different ways.

"First, the stomach will take up more blood than at any other time; consequently, rest two hours after dinner to relieve the heart as much as possible. Second, the more you eat the longer it will take to digest your food—provided the food is the same. Digestion requires all the blood possible in and around the walls and tissues of the stomach, and should you race too soon after eating, it will take the blood away from the stomach to supply the muscles of the legs.

"I will mention two good rules: Eat very light dinners on racing days. Don't try to see how fast you can eat dinner—make it as much of a social affair as possible.

"When the actual racing season opens up and you arrive at that point where you are in a first-class condition, do very little work outside of racing. It would be a good idea to practice nothing but sprinting—say one or two short sprints twice a day—unless you are training for a long-distance race.

"A word in closing about trainers: Get a good healthy man, one whom you have confidence in, and try to work in harmony with him for the one end of all training—to win races."

England has a trainer who has followed the principle of American trainers, and as a result the men that he has handled during the past three years have been far superior to any against whom they have competed. This man is the eccentric "Choppy" Warburton, made famous because of his success with Tom and Arthur Linton, the famous Welsh long distance riders, and the still more remarkable rider, Jimmy Michael, the midget from Aberaman, Wales. Warburton has recently "discovered," another phenomenon, Champion by name; and at present he is all the rage in Paris. Warburton, though naturally reticent about the principles by which he has won his remarkable success, has given the following instructive summary of the matter, which it might be well for Americans to ponder over:

"To get the best results strict attention should be paid to every detail. To achieve success in racing a man must be well trained and in good condition. A few riders can disspate more or less and ride well, but in the end they generally leave their constitutions undermined. Training should not be looked on a drudgery, but as a pleasure. My training experiences have been among the most enjoyable of my life. You should be in perfect health when you race. One should study the effect of the food he eats, the effect of riding at different times and distances, and the effect of riding his wheel as he may have it altered; then, when he gets it all right, stick to it. Easy pedaling and position contribute much to success. You very seldom see an awkward pedaler, or one who rides in poor form, who is successful.

"In regard to food, dieting, etc.—I believe in rising at about seven o'clock in the morning and taking a short walk or some light exercise before breakfast, the latter to consist of rolled oats, eggs in any plain style, broiled steak and weak tea. Don't ride until about 11 o'clock, or until your food is thoroughly digested. Take dinner after you are over the effects of riding. This should be of plain soup, roast meats, plain dessert, etc. Then ride again about four o'clock in the afternoon. For supper take light, plain food, but no meat. In the morning ride from two to ten miles easily, varying the speed and distance according to your feeling and the weather. In the afternoon try shorter distances, say quarter of mile sprints two or three times a week, and when you get a fine day and feel all right, have a good fast ride against the watch, but not over once a week. I always get the time whether slow or fast, as it breaks the monotony.

"The proper weight for a racing wheel varies. Whatever you get be satisfied that you have no cause to lay defeat to it. Fit it to yourself thoroughly. Narrow the handle-bars so you can utilize all your strength. The proper position for your seat can be determined by moving your seat back from the axle center, and riding in different positions. I believe in riding more over the center than the majority, the peak of my saddle being about three inches from the axle center. I have tried it all ways, but it seemed to me to be more sensible to push directly down than in front of you, and thus I could ride without wasting any strength."

"Just now the professional and amateur racing men are in the south and in California "cleaning up" their season of training. They will join the merry band of "circuit chasers," as the men who follow the national circuit are known, and will show the results of their careful work during the past winter and spring. Champions have sprung up unexpectedly during the past three seasons many a time, but it has always been found that the successful men are the hard-trained men. However, it should be remembered that it is just as easy to overtrain as it is to undertrain; and when the racer finds himself thoroughly "fit," he should take that as a signal to slack up on his work.



When we read of a mother who leaves her new-born babe shivering on a doorstep, unguarded from the elements, and it is a sufferer at the mercy of strangers, we wonder at her cold heart and lack of mother-love. There are other ways, than desertion, of exposing a child to a life of suffering. The mother who, through ignorance or neglect of the health and vigor of the organs that make motherhood possible, brings into the world a sick and puny child is a fault for the life of suffering to which it is condemned. If a woman would have healthy, robust, happy children, with bright futures, she must take proper care of her womanly self.

The best of all medicines for women is Dr. Pierce's Favorite Prescription. It acts directly and only on the delicate and important organs that bear the burdens of maternity. It makes them strong and healthy. It prepares for wifehood and motherhood. Taken during the expectant period it banishes the usual discomforts and makes baby's coming easy and almost painless. It insures a robust, healthy new-comer and ample, natural nourishment. Over 90,000 women have testified to its merits over their signatures. All good druggists sell it.

Mrs. Ursula Dunham, of Sistersville, Tyler Co., W. Va., writes: "My baby now is nearly a year old. She was born last March. After she was born I had local weakness. I could not stand up long enough to wash the dishes. In September I began taking Dr. Pierce's Favorite Prescription. I took three bottles and it has cured me. I can now do all my work."

Dr. Pierce's Pellets. If constipation was painful like a toothache, sickness would be a very great evil. The remedy would be promptly resorted to, and the long train of disorders for which it is responsible would cease to exist. But unfortunately constipation is the easiest to neglect of all sickness-breeding conditions. A resort to the right remedy is put off from day to day. It shows itself in a headache and some innumerable headache powder that gives but temporary relief is used. Dr. Pierce's Pleasant Pellets go to the first cause of the trouble and cure it. They are a prompt and permanent cure for constipation. They cause no pain and never gripe. Druggists and grocers sell them, and sell nothing else that is "just as good."



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